

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

File/ Réf. 43-99-0121

DATE 17 March 2000

TO/ DEST. Co-ordinator
 Planning & Environment Committee

FROM/ EXP. Commissioner, Planning & Development Approvals

SUBJECT/ OBJET **PUBLIC MEETING TO CONSIDER DRAFT
 REGIONAL OFFICIAL PLAN AMENDMENT 8
 KANATA NORTH EXPANSION AREA**

DEPARTMENTAL RECOMMENDATIONS

That, subject to the public meeting, the Planning and Environment Committee recommend that Council enact a by-law to adopt Regional Official Plan Amendment 8 to the 1997 Regional Official Plan, attached as Annex A to this report.

PURPOSE

The purpose of Amendment 8 is to redesignate the “Kanata North Expansion Area”, shown on Schedule B of the Regional Official Plan, to allow urban development to proceed in accordance with the provisions and policies of the Regional Development Strategy. Proposed Amendment 8 is based on the *Kanata North Urban Expansion Area Study Concept Plan* approved by the City of Kanata Council on 13 April 1999. This study / concept plan has been submitted to the Region of Ottawa-Carleton in order to address the requirements of Section 2.4.1, policy 8 (Development Pattern and Servicing) of the Regional Official Plan (1997) and to ensure the orderly development of the Kanata North Expansion Area.

BACKGROUND

The Regional Official Plan (1997) indicates that the “Kanata North Expansion Area” can be developed for urban uses on full municipal services provided studies addressing various planning matters are completed to the satisfaction of Regional Council. In the event that the studies are not satisfactory, the lands shall be redesignated to “General Rural Area.” These requirements were established by the Ontario Municipal Board in the 19 January 1996 approval, as modified, of Amendment 41 (ROPA 41) to the previous Regional Official Plan (1988). ROPA 41 was adopted by Regional Council in March of 1994 in response to an application by a group of landowners in the area who had earlier applied for an

urban designation for these lands. The Ministry of Municipal Affairs refused to approve ROPA 41 resulting in the OMB hearing, the outcome of which was to confirm Kanata North lands as an urban expansion provided the required studies were completed. These study requirements were later incorporated into the new Regional Official Plan (1997) and include:

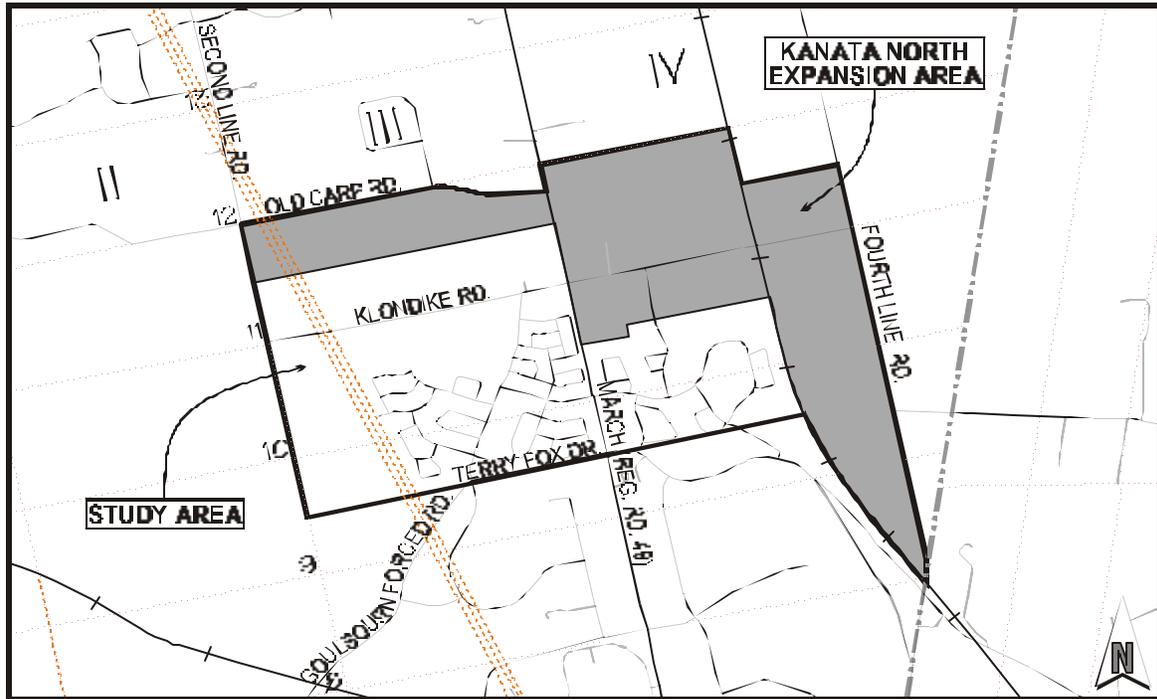
- a) provision of transportation and other infrastructure which fulfills Regional and local functions;
- b) mix and variety of housing types;
- c) variety of employment opportunities;
- d) Environmental Impact Study for lands within 120 metres of the South March Highlands / Wetlands to be completed to the satisfaction of the Ministry of Natural Resources;
- e) phasing of development related to both the provision and the cost of providing transportation and other infrastructure;
- f) policy approaches which Council might wish to consider as to financial arrangements and requirements for any needed infrastructure improvements associated with the Kanata North Expansion Area;
- g) present and future roles and needs of the South March community and the impact of development of any of the Kanata North Expansion Area lands on the South March community. Reassessment of the planned function of various components of the South March community may be necessary; and
- h) ability of the Kanata North Expansion Area to satisfy the *Provincial Policy Statement*.

Kanata North Urban Expansion Area Study

In late 1997, the City of Kanata initiated a study to address the above-noted requirements and retained the consulting team of Lloyd Phillips & Associates, Cumming Cockburn Limited and Niblett Environmental Associates. A formal steering committee was established and included major landowners, local residents, adjacent landowners and Regional and City of Kanata planning and engineering staff.

Study Area Location

The Kanata North Expansion Area (KNEA) comprises about 165 hectares adjoining the northern edge of the South March community. Since the KNEA in effect is an expansion of the South March community, the study encompassed both areas. The study area is shown in Figure 1; its boundaries generally are Fourth Line Road on the east, Second Line Road to the west, a northern boundary just south of Old Carp road and Terry Fox Drive to the south. March Road bisects the study area, providing the only north-south arterial road connection with Highway 417. To the south, the Kanata North Business Park abuts the study area and to the east, within the National Capital Commission Greenbelt, the Department of National Defence operates a weapons firing range.

FIGURE 1: Location Plan

Study Process

The purpose of the Kanata North Urban Expansion Area study (KNUEA) was twofold:

- To meet the requirements of Policy 8, of Section 2.4.1 of the Regional Official Plan (1997), which reiterates the Ontario Municipal Board decision on ROPA 41; and
- To prepare a land use concept to help guide future development in the whole of Kanata's South March community.

The KNUEA Study was divided into four phases: Background and Development Capacity Analysis; Cost Estimation; Concept Plan Formulation and Optional Concepts; and Final Concept Plan. Opportunities for public consultation were provided at a number of key points throughout the study. This included seeking comments from various interested parties, including technical circulation of key reports and draft concept plans to various agencies. Two open houses were held where the alternative land use concepts for the expansion area were presented to the community for their information and comment.

Additional related studies (undertaken jointly by the City of Kanata and the Region) have been prepared to supplement the work undertaken for the concept plan. Dillon Consulting Limited has prepared the *Terry Fox Drive Environmental Assessment Study* to assist in determining a preferred alignment for the connection of Terry Fox Drive southward to Highway 417. This transportation link is essential to accommodate traffic demands generated by communities along its length including the whole of the South March community.

Secondly, the *Shirley's Brook / Watts Creek Subwatershed Study (1999)* approaches planning on a subwatershed basis with a primary focus on protecting the environmental integrity of the watershed while accommodating development. This subwatershed study provides important environmental information to augment and advance the KNUEA Study, in two key areas:

- It provides recommendations that will assist in determining specific stormwater management requirements for future developments. These recommendations supplement the earlier report: *Shirley's Brook Watershed Master Drainage Study (1992)*, which the KNUEA Study was based upon; and
- This study also recommends an environmentally sensitive planning approach for the development of lands adjacent to Shirley's Brook.

To supplement this subwatershed study, updated floodplain mapping for Shirley's Brook is also being prepared. Since the Shirley's Brook floodplain is quite extensive in areas, this more detailed mapping will enable use of the two-zone flood-fringe / flood-way approach to development as outlined in the Provincial Policy Statement. This approach would allow some development within the flood-fringe areas delineated on the floodplain mapping as per Section 11.2 of the Regional Official Plan. (The Shirley's Brook floodplain is delineated on Schedule G of the Official Plan.)

Collectively, these background studies will establish numerous parameters to guide development in the KNUEA area. Their detailed implementation will be through future development approvals as outlined below in the land use concept.

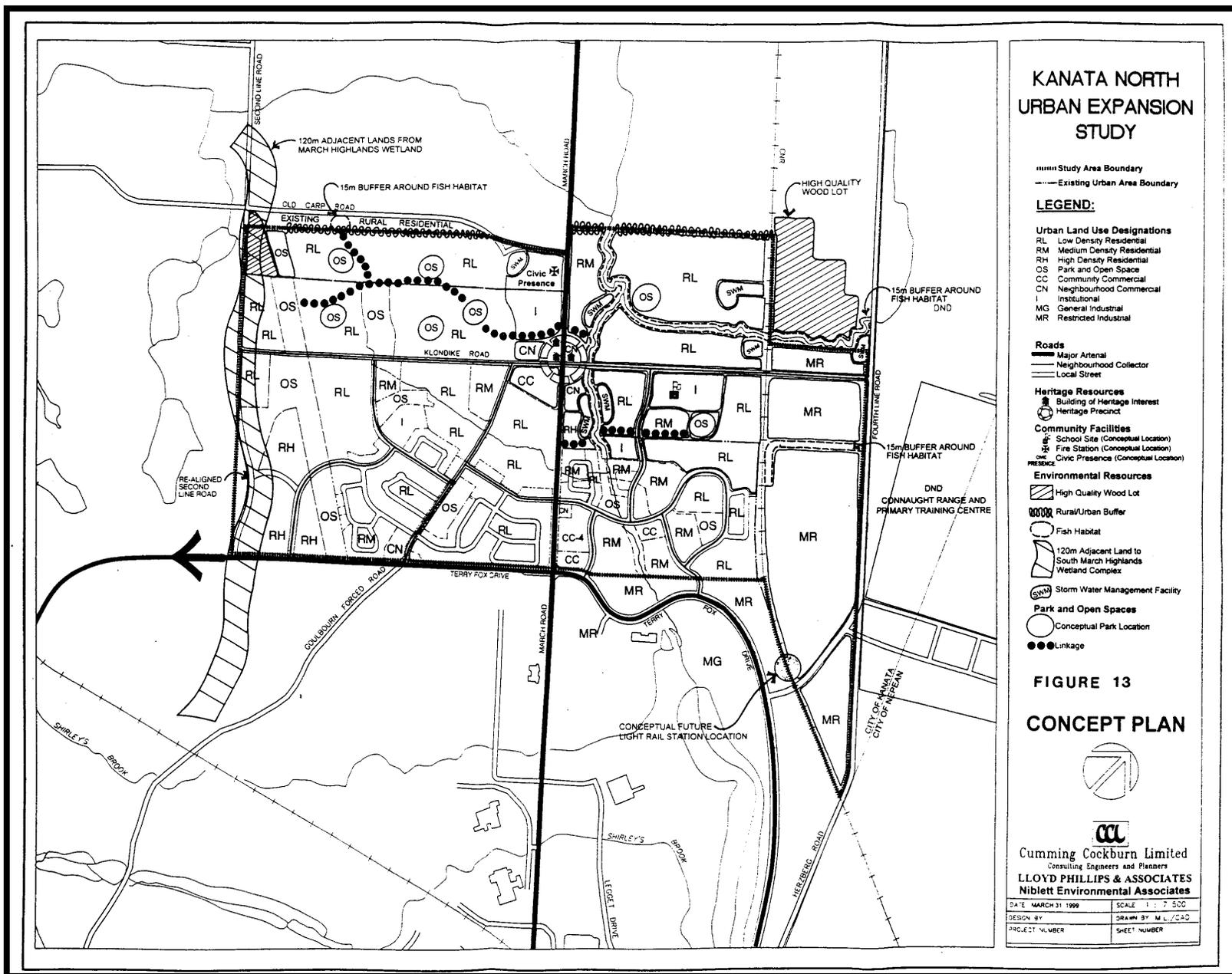
LAND USE CONCEPT

Since the Kanata North Urban Expansion Area Study / Concept Plan included the existing South March community together with the additional 165 hectares of Kanata North as one integrated community, the following discussion of the land use concept will also pertain to the whole community. The Concept Plan approved by Kanata Council is shown in Figure 2.

Housing and Employment

In total, the expanded South March community has been planned as an integrated community to accommodate about 3,100 residential dwellings and 4,000 jobs by the year 2021. These development thresholds are accommodated within the urban limits outlined in Section 2 ~ Regional Development Strategy of the Regional Official Plan. Low density residential is the predominant land use, but there are areas of medium and higher density residential (approximately 30 percent of all units) closer to March Road and Terry Fox Drive in order to facilitate transit use.

FIGURE 2: Concept Plan ~ Kanata North Urban Expansion Study



Commercial lands are located primarily along March Road, especially at the historic crossroads of Klondike and March roads, but there are also commercial blocks in the community's interior to serve day-to-day needs. An extensive open space system with trail linkages provide ample recreational opportunities. Key elements of this system include an Ontario Hydro corridor that traverses the western part of the community and the ravines of Shirley's Brook in the neighbourhoods east of March Road. Other community facilities include reserved school sites and a site for future municipal purposes.

Employment is concentrated in the eastern portion of the community between the CN railway and Fourth Line Road. Functioning as an extension of the Kanata North Business Park, current plans call for part of a golf course to extend into the midst of these employment lands, thereby integrating significant natural areas into the design of the business park. Amendment 8 redesignates these lands as "Business Park."

Environmental Features

There are three significant environmental features identified in the land use concept plan, each of which require an in-depth discussion. They are:

- The Shirley's Brook watercourse;
- Two high quality woodlots; and
- The South March Highlands wetlands complex.

Shirley's Brook

Shirley's Brook meanders through the northeast portion of this community. The Subwatershed Study identified a number of measures for protecting the environmental integrity of this watercourse. These include setbacks from the watercourse, channel restoration work, stormwater management, protection of fish habitat and flooding concerns.

Setbacks from Shirley's Brook will vary along different reaches of the stream depending on prevailing natural attributes (aquatic habitat, vegetation cover). To ensure long-term protection and function of the watercourse and associated habitat, the Subwatershed Study recommends that "meander belts" (development setbacks) of varying widths be reserved; for some reaches around 25 to 40 metres (total width, both sides of watercourse), while in other more sensitive reaches as much as 55 to 70 metres. Also, once available, the detailed floodplain mapping will stipulate varying setbacks. The most restrictive setback requirements would apply to any development adjacent to Shirley's Brook.

In order to ensure that the Kanata North lands are developed in accordance with the Subwatershed Study, an Environmental / Stormwater Management Plan will be required. This Plan will determine the detailed environmental and stormwater management requirements based on the recommendations in the Subwatershed Study. Further implementation of these requirements will be through site specific 'stormwater site management plans' associated with future development approvals.

High Quality Woodlots

Two woodlots have been rated as high quality and are identified in the concept plan for preservation. One is at the northwest portion of the Kanata North lands (south of Old Carp Road and east of Second Line Road), and the second is situated at the northeast corner, north of Shirley's Brook, between the CNR railway and Fourth Line Road.

Comprising 25 hectares, the northeast woodlot provides important wildlife habitat and is partly contained within the Shirley's Brook floodplain. This woodlot is also linked via Shirley's Brook with NCC Greenbelt lands to the east, including the environmentally significant lands associated with Shirley's Bay on the Ottawa River. Since this woodlot is separated from the balance of South March by Shirley's Brook, it is considered outside the study area limits of the KNUEA study. As a result, Amendment 8 designates this woodlot as "General Rural." However, given the high quality rating for this woodlot, it is considered opportune to provide an additional level of environmental recognition and protection as part of this amendment. Therefore, Amendment 8 proposes to add this woodlot as an "environmental feature" to Official Plan Schedule K ~ Natural Environment System (Rural). As an environmental feature, the Official Plan would require an Environmental Impact Statement (EIS) to be prepared as part of any proposed development of these lands under the General Rural designation. The purpose of an EIS would be to demonstrate that development "will not have, or will be able to mitigate, any negative impact on significant features and functions" of the woodlot.

The northwest woodlot falls within the 120 metre adjacent lands of the South March Highlands Wetlands Complex. Therefore, preservation of this woodlot would also complement the long-term protection of this wetland, as discussed next.

South March Highlands

Being located on the Canadian Shield, the South March Highlands Wetland Complex is a significant wetland that is designated 'Natural Environment Area (B)' in the Regional Official Plan. One of the criteria for Kanata North in the Regional Official Plan is for an environmental impact study (EIS) for lands within 120 metres of these wetlands. The northwest edge of the Kanata North lands fall within 120 metres of this wetland, wedged between Second Line Road and an Ontario Hydro corridor. Most of these lands comprise the high quality woodlot discussed above that the KNUEA study identifies as worth preserving. Preservation of these woodlands would help protect the integrity of the wetlands by providing a natural buffer for the urban development to the east. Insofar as this woodlot is locally significant, it will be dealt with in greater detail in the amendment to Kanata's Official Plan.

Infrastructure

Comparing intended development thresholds with planned water and wastewater infrastructure, the KNUEA study concluded that no additional trunk services would be required for the South March community beyond those identified in the Region's Water & Wastewater Master Plan. Local service extensions will be provided by developers as development proceeds throughout the community. As outlined above, stormwater management will be covered in the Environmental / Stormwater

Management Plan that will reflect the recommendations of the Shirley's Brook / Watt's Creek Subwatershed Plan.

TRANSPORTATION STRATEGY

A balanced transportation system will be required to provide for this community's transportation needs. Walking and cycling facilities, in accordance with the Region's Transportation Master Plan and Official Plan policies, are crucial elements in achieving this balance. Similarly, transit service for the community will be determined by OC Transpo, with new routes secured as extensions of existing routes when new subdivision plans are approved. March Road is expected to be the main focus for transit connections to Highway 417. Good convenient transit service will be equally important for those employees working in the Kanata North Business Park.

One major component of the transportation system required to serve the South March community is the extension of Terry Fox Drive. Eventually, when fully built, this link will provide adjacent Kanata communities with a four / six lane arterial road connection to Highway 417. The Terry Fox Drive Environmental Assessment Study has identified a preferred alignment for this planned extension.

The Region's Transportation Master Plan (TMP) stipulated that the extension of Terry Fox Drive (between Campeau Dr and March Rd) should be undertaken during the second phase of the 1996-2021 planning period, that is, sometime after the year 2006. The transportation studies for the KNEA and Kanata Research Park subdivision assume the construction of Terry Fox Drive as outlined in the Transportation Master Plan; both cite the benefit this new extension will have on traffic operations on March Road in the medium to long term. Initially, this road is to be constructed to a two-lane cross-section from the existing Terry Fox Dr in South March to Campeau Drive. The subsequent widening to four lanes (between Campeau Drive and Richardson Side Road, and between Goulbourn Forced Road and March Road) is expected to occur sometime before 2021, as warranted by prevailing traffic conditions.

To ensure this community is adequately served, the phasing of development in relation to this major road should be addressed by this amendment. The Concept Plan identifies a maximum of 3,100 residential dwellings by 2021 in the entire South March community, increasing from the 900 dwellings existing in 1996. This projection is within the Transportation Master Plan envelope and will not require additional transportation infrastructure other than those already identified in the TMP (which includes the Terry Fox extension). Analysis has indicated that 1,000 residential dwellings can be accommodated in the Kanata North portion of the South March community prior to the initial two-lane extension of Terry Fox Drive being built. However, it may be possible to exceed this development threshold of 1,000 dwellings provided a transportation study is completed to demonstrate the capability of the transportation system to accommodate any proposed additional growth.

On a related point, the Region's Transportation Committee considered (1 March 2000 meeting) a report on the Terry Fox Drive Environmental Assessment, which included the alignment alternatives for this extension of Terry Fox Drive. Transportation Committee adopted the following motion:

WHEREAS this report is focused primarily on the transportation aspects of the various Terry Fox drive alignments;

RESOLVED THAT approval of this report be deferred until Council has had the opportunity to consider a report from the Planning Department on the planning and development implications of the various alignments (Section 4).

Preparation of this additional information is underway and will be presented to Planning & Environment Committee shortly; after which Transportation Committee will reconsider the Terry Fox Drive Environmental Assessment. Although Amendment 8 contains a specific policy regarding the phasing of development in Kanata North in relation to this Terry Fox Drive extension, Amendment 8 can be considered independently of the Terry Fox Drive EA. In other words, Amendment 8 can proceed on its own while allowing for the precise Terry Fox Drive alignment to be determined by Transportation Committee and Regional Council in due course.

COMMENTS FROM THE CIRCULATION

Draft Amendment 8 was circulated to a number of agencies, regional departments, community associations and provincial ministries. The following comments were received:

City of Kanata Council comments indicate “support in principle” for ROPA 8, while suggesting some minor wording changes to the actual amendment. These changes serve to clarify the intent of certain policies and for the most part have been included in ROPA 8.

Both the South March (Kanata) and the March Rural Community Associations had no objections, although the former offered detailed comments about how they would like the Kanata North community to develop. Their comments relate to issues that will be implemented through future rezonings and subdivision approvals.

The Ministry of Citizenship, Culture and Recreation noted that there are areas of archaeological potential within Kanata North. These areas will be examined for their archaeological potential again when future subdivision approvals are sought.

The Mississippi Valley Conservation Authority wrote that floodplain issues affecting Kanata North have never been fully addressed; that they will be interested in the future Environmental / Stormwater Management Plan when it is prepared.

Finally, the Region’s Environmental Health Advisory Committee (EHAG) had numerous comments ranging from the destruction of woodlands, to protection of Shirley’s Brook and the effect this development will have on greenhouse gas emissions. Their letter concludes by requesting that approval of this urban expansion should be made conditional on the protection of all woodlands in the area and the real safeguarding of Shirley’s Brook and its tributaries.

Response:

As urban development expands into new areas, it is often not possible to preserve all natural areas of interest. The *Shirley's Brook Subwatershed Study (1999)* examined the woodlands and ranked each according to their inherent quality; two of these were rated "high quality." Both high quality woodlots have been identified in the KNUEA Study / Concept Plan for protection.

EHAG proposes protecting all woodlands in both the Kanata North Expansion Area and the neighbouring South March urban area. South March, however, is not part of this proposed amendment. Of the remaining wooded areas within Kanata North, some co-exist and will be protected together with Shirley's Brook. Other wooded areas south of Old Carp Road are rated medium quality and have not been identified for long term preservation; although a wetland within this area will be preserved and protected with a 15 metre buffer. Also, selective tree retention is possible through subdivision approval at a later stage.

EHAG's comment on Shirley's Brook will be addressed by the required Environmental / Stormwater Management Plan.

CONSULTATION

Public notice of the proposed Regional Official Plan amendment was published in the *Kanata Courier*, *Ottawa Citizen*, *Le Droit*, and *Ottawa Sun* on 3 March 2000. In addition, notice of the public meeting was mailed to affected community associations, landowners in the Kanata North Expansion Area and other interested parties. Extensive public consultation was also conducted previously as part of the *Kanata North Urban Expansion Area Study Concept Plan*.

FINANCIAL IMPLICATIONS

There are no financial implications directly associated with this Regional Official Plan amendment. The Transportation Master Plan envisages construction of the Terry Fox Drive extension some time after the year 2006.

CONCLUSION

As adopted by City of Kanata Council, The *Kanata North Urban Expansion Area Study Concept Plan* addresses the various requirements of the Regional Official Plan, except for certain outstanding development issues related to the provision of required infrastructure. These issues include the future extension of Terry Fox Drive and the need to undertake an Environmental / Stormwater Management Plan.

Regional Official Plan Amendment No. 8 has been prepared to deal with these issues while enabling this community to develop as intended ~ as an integrated, environmentally sound community for its future residents. Further implementation of this KNUEA concept plan will take effect through a future amendment to Kanata's Official Plan as well as zoning, subdivision and site plan approvals.

*Approved by
N. Tunnacliffe, MCIP, RPP*

SM/

Attachment: Annex A ~ Draft Regional Official Plan Amendment 8

DRAFT
AMENDMENT 8
OFFICIAL PLAN (1997) OF THE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

PURPOSE

The purpose of Amendment 8 is to redesignate the “Kanata North Expansion Area”, shown on Schedule B of the Regional Official Plan, to allow urban development to proceed in accordance with the provisions and policies of the Regional Development Strategy. Proposed Amendment 8 is based on the *Kanata North Urban Expansion Area Study Concept Plan* approved by the City of Kanata Council on 13 April 1999. This study/ concept plan has been submitted to the Region of Ottawa-Carleton in order to address the requirements of Section 2.4.1, policy 8 (Development Pattern and Servicing) of the Regional Official Plan (1997) and to ensure the orderly development of the Kanata North Expansion Area.

The amendment consists of changes to the following areas of the Official Plan of the Region of Ottawa-Carleton:

- Deleting policy 8 of Section 2.4.1.
- Additions to the policies of Section 3.6, specifically regarding the phasing of development to coincide with the building of key transportation infrastructure (Terry Fox Drive); and
- Changes to Schedule A - Rural Policy Plan, Schedule B - Urban Policy Plan and Schedule K - Natural Environment System (Rural).

BASIS

The Regional Official Plan (1997) indicates that the “Kanata North Expansion Area” (KNEA) can be developed for urban uses on full municipal services provided studies addressing various planning matters are completed to the satisfaction of Regional Council. In the event that the studies are not completed to the satisfaction of Regional Council, the lands shall be redesignated to “General Rural Area.” These requirements were established by the Ontario Municipal Board in the 19 January 1996 approval, as modified, of Amendment 41 (ROPA 41) to the previous Regional Official Plan (1988). These study requirements were later incorporated into the new Regional Official Plan (1997) and include:

- a) provision of transportation and other infrastructure which fulfills Regional and local functions;
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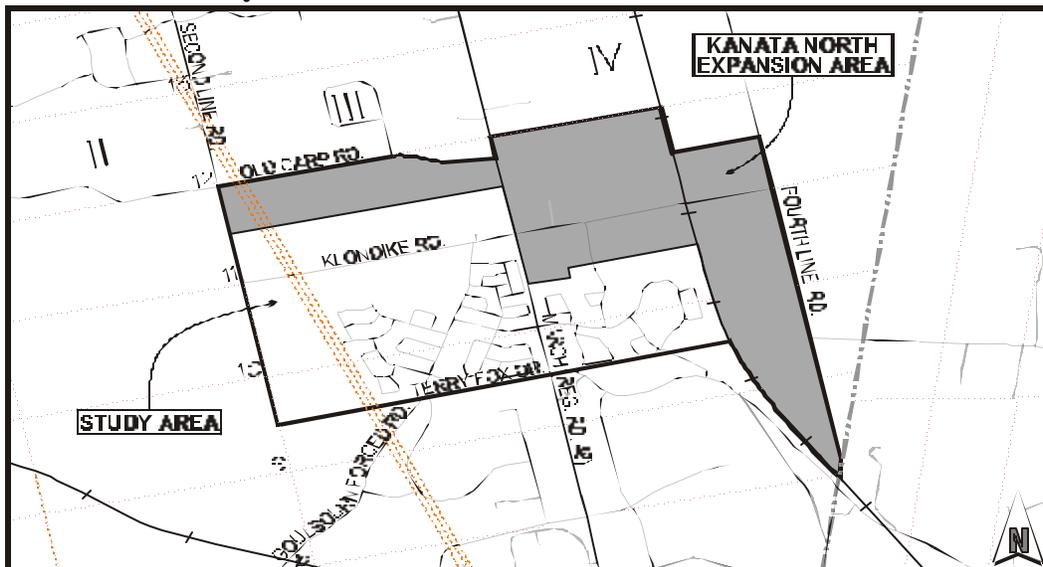
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FIGURE 1 ~ Study Area



Study Process

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Shirley's Brook

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High Quality Woodlots

Two woodlots have been rated as high quality and are identified in the concept plan for preservation. One is at the northwest portion of the Kanata North lands (south of Old Carp Road and east of Second Line Road), and the second is situated at the northeast corner, north of Shirley's Brook, between the CNR railway and Fourth Line Road.

Comprising 25 hectares, the northeast woodlot provides important wildlife habitat and is partly contained within the Shirley's Brook floodplain. This woodlot is also linked via Shirley's Brook with NCC Greenbelt lands to the east, including the environmentally significant lands associated with Shirley's Bay on the Ottawa River. Since this woodlot is separated from the balance of South March by Shirley's Brook, it is considered outside the study area limits of the KNUEA study. As a result, Amendment 8 designates this woodlot as "General Rural." However, given the high quality rating for this woodlot, it is considered opportune to provide an additional level of environmental recognition and protection as part of this amendment. Therefore, Amendment 8 proposes to add this woodlot as an "environmental feature" to Official Plan Schedule K ~ Natural Environment System (Rural). As an environmental feature, the Official Plan would require an Environmental Impact Statement (EIS) to be prepared as part of any proposed development of these lands under the General Rural designation. The purpose of an EIS would be to demonstrate that development "will not have, or will be able to mitigate, any negative impact on significant features and functions" of the woodlot.

The northwest woodlot falls within the 120 metre adjacent lands of the South March Highlands Wetlands Complex. Therefore, preservation of this woodlot would also complement the long-term protection of this wetland, as discussed next.

South March Highlands

Being located on the Canadian Shield, the South March Highlands Wetland Complex is a significant wetland that is designated Natural Environment Area (B) in the Regional Official Plan. One of the criteria for Kanata North in the Regional Official Plan is for an environmental impact study (EIS) for lands within 120 metres of these wetlands. The northwest edge of the Kanata North lands fall within 120 metres of this wetland, wedged between Second Line Road and an Ontario Hydro corridor. Most of these lands comprise the high quality woodlot discussed above that the KNUEA study identifies as worth preserving. Preservation of these woodlands would help protect the integrity of the wetlands by providing a natural buffer for the urban development to the east. Insofar as this woodlot is locally significant, it will be dealt with in greater detail in the amendment to Kanata's Official Plan.

Infrastructure

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TRANSPORTATION STRATEGY

A balanced transportation system will be required to provide for this community's transportation needs. Walking and cycling facilities, in accordance with the Region's Transportation Master Plan and Official Plan policies, are crucial elements in achieving this balance. Similarly, transit service for the community will be determined by OC Transpo, with new routes secured as extensions of existing routes when new subdivision plans are approved. March Road is expected to be the main focus for transit connections to Highway 417. Good convenient transit service will be equally important for those employees working in the Kanata North Business Park.

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The Region's Transportation Master Plan (TMP) stipulated that the extension of Terry Fox Drive (between Campeau Dr and March Rd) should be undertaken during the second phase of the 1996-2021 planning period, that is, sometime after the year 2006. The transportation studies for the KNEA and Kanata Research Park subdivision assume the construction of Terry Fox Drive as outlined in the Transportation Master Plan; both cite the benefit this new extension will have on traffic operations on March Road in the medium to long term. Initially, this road is to be constructed to a two-lane cross-

section from the existing Terry Fox Dr in South March to Campeau Drive. The subsequent widening to four lanes (between Campeau Drive and Richardson Side Road, and between Goulbourn Forced Road and March Road) is expected to occur sometime before 2021, as warranted by prevailing traffic conditions.

To ensure this community is adequately served, the phasing of this major facility should be addressed by this amendment. The Concept Plan identifies a maximum of 3,100 residential dwellings by 2021 in the entire South March community, increasing from the 900 dwellings existing in 1996. This projection is within the Transportation Master Plan envelope and will not require additional transportation infrastructure other than those already identified in the TMP (which includes the Terry Fox extension). Analysis has indicated that 1,000 residential dwellings can be accommodated in the Kanata North portion of the South March community prior to the initial two-lane extension of Terry Fox Drive being built. However, it may be possible to exceed this development threshold of 1,000 dwellings provided a transportation study is completed to demonstrate the capability of the transportation system to accommodate any proposed additional growth.

Conclusion

As adopted by City of Kanata Council, The *Kanata North Urban Expansion Area Study Concept Plan* addresses the various requirements of the Regional Official Plan, except for certain outstanding development issues outlined below in the amendment. Regional Official Plan Amendment No. 8 has been prepared to deal with these issues while enabling this community to develop as intended ~ as an integrated, environmentally sound community for its future residents. Further implementation of this KNUEA concept plan will take effect through future zoning, subdivision and site plan approvals.

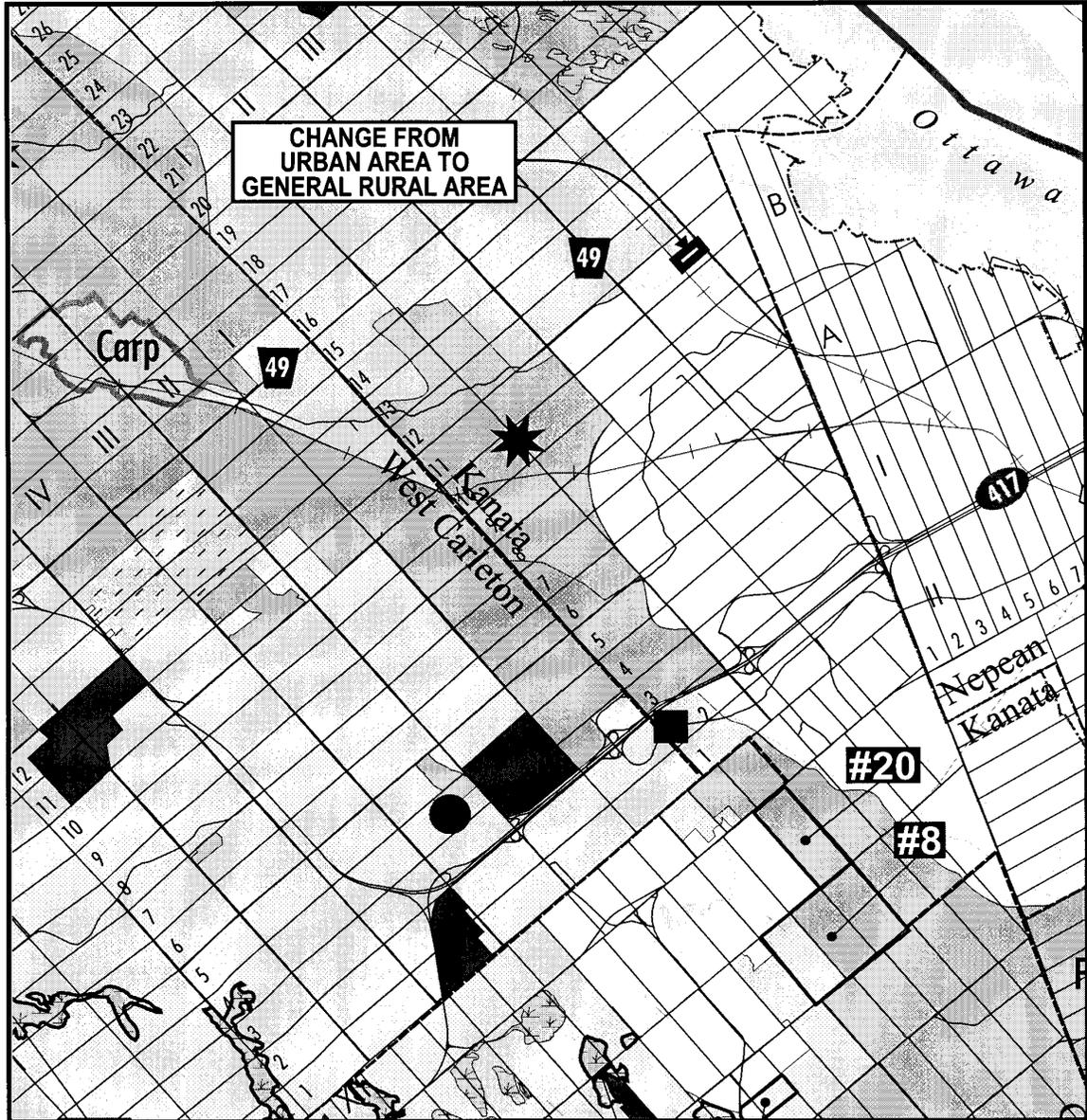
THE AMENDMENT

1. Schedule A ~ Rural Policy Plan, is hereby amended as shown on Schedule 1, attached.
2. Schedule B ~ Urban Policy Plan, is hereby amended as shown on Schedule 2, attached.
3. Schedule K ~ Natural Environment System (Rural), is hereby amended as shown on Schedule 3, attached.
4. Section 2.4 ~ Development Pattern and Servicing, is hereby amended by deleting the existing Policy 8 of Section 2.4.1.
5. Section 3.6 ~ Policies For General Urban Areas is hereby amended by inserting the following new policy immediately after Sub-section 2:

"3. Require the following policies for that part of the South March Community described as Part of the north half of Lot 11, Concession 3 and Part of Lots 10 and 11, Concession 4, Kanata (formerly known as Kanata North Expansion Area):

- a) A maximum of 1,000 building permits for new residential units may be issued prior to construction of the extension of Terry Fox Drive from Campeau Drive north to the existing Terry Fox Drive to a two-lane cross-section. No additional residential building permits may be issued unless and until the required Terry Fox Drive extension is in place. Notwithstanding this maximum limit, additional residential building permits may be issued without amendment to this Plan subject to the completion of a transportation study that demonstrates the capability of the transportation system to accommodate the proposed increase in residential development.
- b) That prior to the registration of any subdivision, a comprehensive Environmental/ Stormwater Management Plan shall be prepared to implement the recommendations of the Shirley's Brook/ Watts Creek Subwatershed Plan, addressing such matters as:
- natural environmental constraints;
 - flooding/ natural hazard constraints;
 - erosion and drainage issues;
 - restoration and remediation measures;
 - meander belt widths/ morphology; and
 - urban stormwater management requirements.
- c) For any proposed development on lands within 120 metres of the South March Highlands Wetlands Complex, an environmental impact study will be required to the satisfaction of the Ministry of Natural Resources.

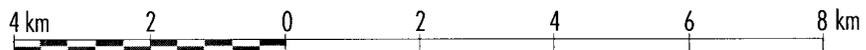
SCHEDULE "1" OF AMENDMENT 8 OFFICIAL PLAN (1997) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON



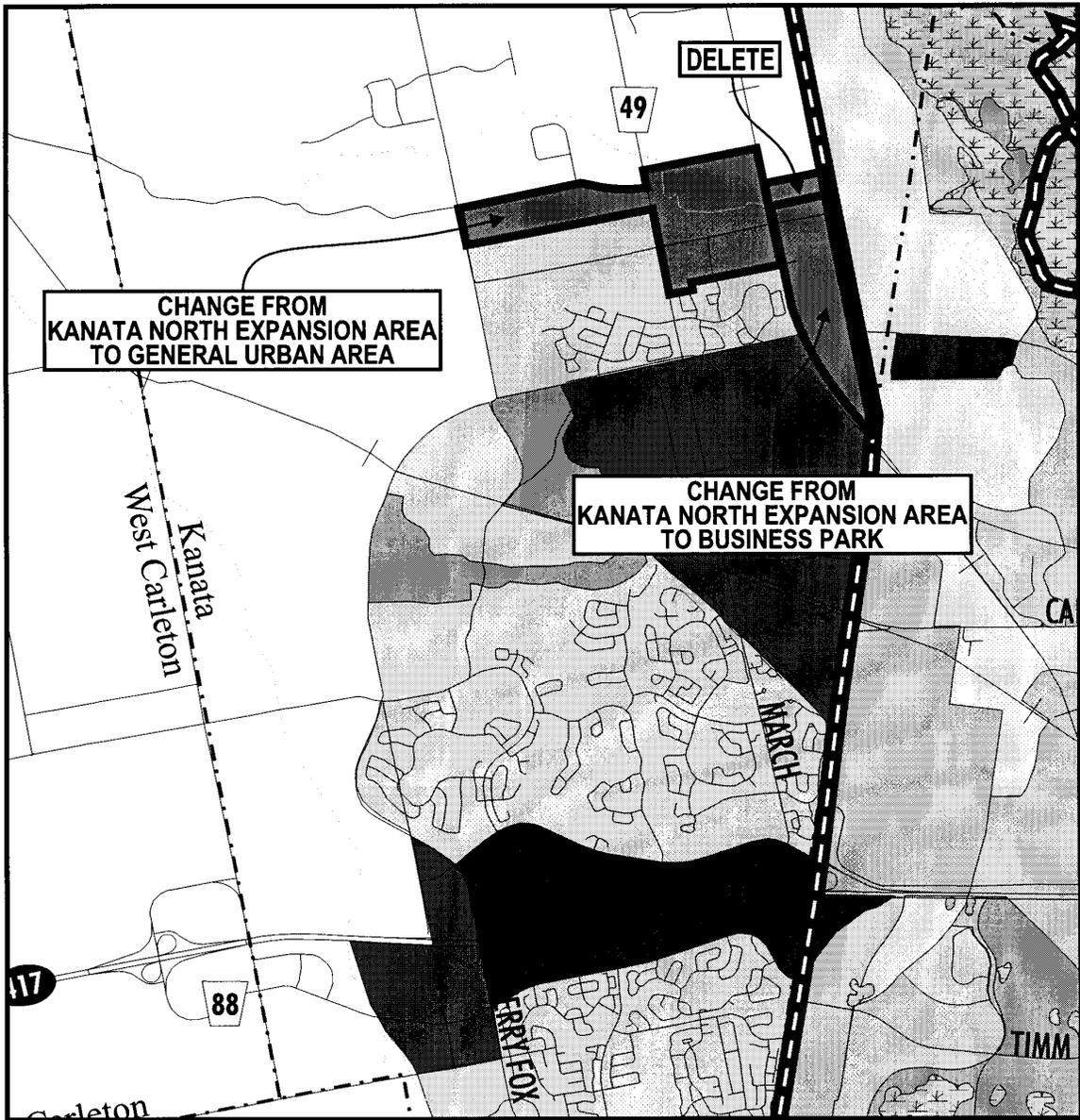
OFFICIAL PLAN - SCHEDULE "A" RURAL POLICY PLAN

- URBAN AREA (SEE SCHEDULE B)
- GREENBELT (SEE SCHEDULE B)
- AGRICULTURAL RESOURCE AREA
- GENERAL RURAL AREA
- NATURAL ENVIRONMENT AREA (B)

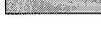
Scale 1 : 100,000



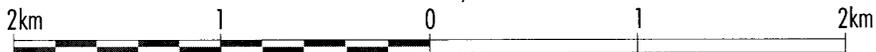
SCHEDULE "2" OF AMENDMENT 8 OFFICIAL PLAN (1997) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON



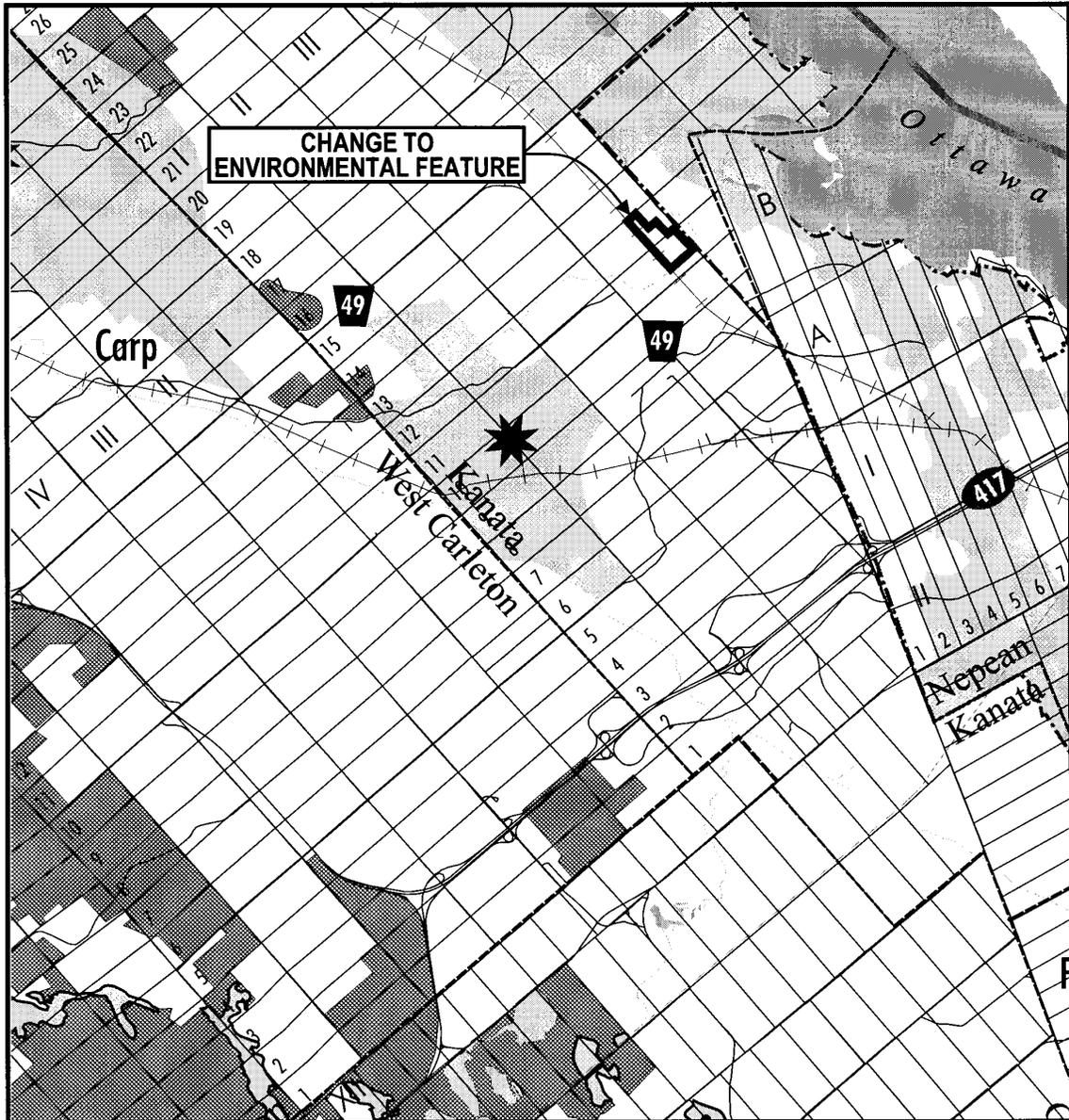
OFFICIAL PLAN - SCHEDULE "B" URBAN POLICY PLAN

- BUSINESS PARK 
- GENERAL URBAN AREA 
- TOWN CENTRE 
- KANATA NORTH EXPANSION AREA 
- NATURAL ENVIRONMENT AREA (A) 

Scale 1 : 50,000



SCHEDULE "3" OF AMENDMENT 8 OFFICIAL PLAN (1997) OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON



OFFICIAL PLAN - SCHEDULE "K" NATURAL ENVIRONMENT SYSTEM (RURAL)

- ENVIRONMENTAL FEATURES 
- ENVIRONMENTAL DESIGNATIONS (SEE SCHEDULES A AND B) 
- RMOC BOUNDARY 

Scale 1 : 100,000

